

## THREE SHOTS AT THE FOOTE.

FIRST FIRING ON THE BLOCKADING SQUADRON AT MATANZAS.

A MASKED BATTERY OPENED ON THE TORPEDO-BOAT WHILE SHE WAS TAKING SOUNDINGS AT MATANZAS—NO DAMAGE DONE.

[BY TELEGRAPH TO THE TRIBUNE.]

Key West, Fla., April 25.—The first fire known to be directed against the blockading squadron at Matanzas came from a masked battery commanding the entrance to Matanzas Harbor yesterday. Three shots were fired at the torpedo-boat Foote, in command of Lieutenant W. L. Rodgers. The Foote was taking soundings about three hundred yards from shore when, without warning, the battery opened fire. Three discharges were made in quick succession. They all went wide of the mark, and the shot struck the water a quarter of a mile away. The officers and men on the torpedo-boat Foote were momentarily startled by the volley, then observations were taken. The cruiser Cincinnati, which was standing off, was hailed by the torpedo-boat, and Lieutenant Rodgers made his report through the megaphone.

"I have to report," he said, "that we are sounding within the 20-fathom line." Then he added: "We seem to have drawn the enemy's fire from shore. We have been fired at three times." The orders of Captain Chester, in command of the cruiser Cincinnati, did not permit shelling Matanzas, so the fire from the masked battery was not returned.

The blockade of the port is complete, and the squadron is having a lively time warning ships which get within the blockading line.

The action of the masked shore battery in opening fire on the torpedo-boat is significant. General Molinas, the Spanish commander at Matanzas, is a hot-headed soldier, with little discretion. The Spanish military authorities have feared the landing of American troops there. The harbor is mined, and there are some fortifications. They are supposed to have a battery on the hill of Monserrat, which commands the entrance to the harbor, well out to sea. The firing on the Foote, however, did not come from this. It was at much closer range, as the torpedo-boat was taking soundings not more than three hundred yards from the beach. The defenses of Matanzas are not so formidable that shell from the blockading squadron would take long to reduce them after fire is once opened.

## WITHIN THE BLOCKADE LINE.

EXCITING ADVENTURE OF A PRESS DISPATCH BOAT OFF MATANZAS.

SHUT OUT BY VESSELS OF THE SQUADRON—PROOF OF THE THOROUGHNESS OF THE BLOCKADE.

[BY TELEGRAPH TO THE TRIBUNE.]

Off Matanzas, April 25 (By dispatch-boat to Key West).—Experience shows that the blockade from Havana to Cardenas is thorough. Lying twelve miles off Morro Castle yesterday afternoon it was easy to see how thoroughly the entrance to the harbor was closed. Leaving the entrance to the harbor before sunset, and cruising along the coast pretty well in shore, close enough to see the range of hills with the naked eye, we were able to determine that no craft was coasting aimlessly in either direction. Two vessels from the fleet were patrolling for twenty-five or thirty miles east of Havana. Just at dusk a Norwegian brigantine was sighted. Men could be seen boarding her. She was evidently not bound for Havana, for she was allowed to proceed. One of the torpedo-boats, which proved to be the Winslow returning to the fleet from the blockading squadron at Matanzas, was also passed.

After that we held our course about three hours without sign of a ship. As we neared Matanzas three bright fires were seen burning near what appeared to be a point which is doubled on entering the bay. They were supposed to be signals for the insurgents, but these are so common that no attention is paid to them. It was beginning to be a question what had become of the squadron. The dispatch-boat was four miles off shore, and was unable to discern sign of it. The moon had not gone down, but the stars were bright, and it was possible to see a fair distance across the water.

Unexpectedly a faint cloud of smoke was seen far to port, then a small black speck could be seen moving swiftly toward us. It was a safe guess that one of the torpedo-boats was overhauling us. A moment afterward the rockets shot upward two red lights and one green, and then the torpedo-boat swung astern and to starboard. It proved to be the Dupont. Quickly the hull came.

"What ship is that?"

The answer was not delayed. Then the warning came:

"Keep out of this; keep six miles out of this line or you'll get a shot through you!"

Meantime two searchlights had been turned on us from the cruiser, which seemed two or three miles off, and we were told to proceed in that direction slowly and report. We had not proceeded a minute when the searchlights were turned off. Another minute's progress, for the time hardly seemed longer, had been made, when the warning came a few hundred yards away:

"Stop your boat!"

The cruiser had been moving upon us. A shot went across our bow, and again the warning:

"If you don't stop you'll get a shot through you!"

This was the second time within ten minutes that the threat of firing a shot into us had been made. The iteration was unpleasant. However, there was no time for reflections, for the command followed:

"Back your engines and lie to."

"Aye, aye!" came from the captain of the dispatch boat, and she lay to, while a boat put off for the cruiser. Ensign McIntyre boarded the dispatch boat with the first order that we were to lie there till permission came from the commander of the cruiser to move. Then our papers were examined and found to be regular, and the entry was made in the log book and the instructions not to enter any Cuban port without permission from the squadron outside it were reported, along with the caution to keep well outside the blockade.

About the time the news of the capture of the Catalina and other boats, as well as the latest information from Washington, were given. A correct account of the firing on the torpedo-boat Foote by the masked battery was also obtained.

After Ensign McIntyre returned and reported to Captain Chester, another boat put off from the cruiser with permission for the dispatch boat to move off, of which advantage was taken. During the night the searchlight was seen several times and shots were heard twice, presumably warning other boats which had got within line of the squadron or were passing outside in the darkness.

NO MORE LINERS BOUGHT.

London, April 25.—The United States Embassy denies the purchase of any additional liners whatever. It is asserted there that, if the Anchor Line steamers have been bought, the negotiations must have been had on the American side of the Atlantic.

Read Senator Mason's timely article on Cuba in the May number of "Ainslie's Magazine," out today for sale by all newsdealers. Price five cents. The best five-cent magazine in the world.—Adv.

## FLYING SQUADRON GUARDED.

NIGHT PATROL ON DUTY AT HAMPTON ROADS.

NO VESSEL TO GO IN OR OUT FROM SUNSET TO SUNRISE—PANTHER TO GO TO KEY WEST WEST TO DAY.

[BY TELEGRAPH TO THE TRIBUNE.]

Old Point Comfort, Va., April 25.—It was turned here to-day that at least one of the ships of the Flying Squadron would put to sea at 4 o'clock, on orders received from Washington, but when that hour came there were no unusual preparations in sight, and the Brooklyn, the Massachusetts and the Texas are still at anchor in Hampton Roads.

The troop ship Panther is awaiting the arrival of the cruiser Montgomery from the Norfolk Navy Yard, to convey her to Key West. Commander Converse received orders from Washington to-day to start out with the Panther to-night, but owing to necessary finishing touches it was impossible to carry out these instructions, and the commander reported that he would be ready to proceed to Old Point tomorrow morning.

An officer from the Panther stated to-night that his ship, with 750 marines aboard, would surely sail tomorrow morning, under convoy of the Montgomery. The arrival of the Columbia at Newport, R. I., and the sailing of the Minneapolis for either Boston or Eastport, Me., confirms the statement contained in this correspondence relative to the distribution of the ships of the Flying Squadron along the Atlantic for seaport protection.

THE TEXAS MAY GO TO PORT ROYAL.

If the developments of the next few days do not make it necessary for the retention of the combined fighting strength of the squadron in these waters it is probable that the Texas will drop down to the vicinity of Port Royal, S. C., and the Brooklyn take the Cape Henry station, the Massachusetts remaining in Hampton Roads to co-operate with Fort Monroe.

The most important order yet issued came to-day from Captain Casey, commanding the Engineer Corps, and in charge of the work of planting submarine mines in Hampton Roads. After to-night no vessels of any class, coastwise or foreign, will be permitted to pass in or out of Hampton Roads between sunset and sunrise.

The Roads will be closed to all ships at night as a precaution against possible danger from contact with the mines, which are now being planted with surprising rapidity. This will greatly retard the coastwise traffic, and oblige all companies operating passenger and freight ships from Newport News and Norfolk to Washington, Baltimore, New-York and Boston to change their schedules, which are now on a night basis, so that the steamers will sail earlier in the evening and arrive later in the morning.

By order of Commodore Schley a night patrol has been established, and to-night several Government tugs and the cutters from the warships are actively covering Hampton Roads, stopping all private tugs and steamers passing in or out. Every ship is bound to make certain of its destination and cargo. The revenue cutters Hamilton and Morrill are doing picket duty to-night at the Virginia capes. The Hudson, also a revenue cutter, is outside.

HOSPITAL SHIP TAKING ON SUPPLIES.

The torpedo-boat Rodgers again returned this afternoon after her second attempt to proceed to Key West. The hospital ship Salce, under command of Lieutenant McKethan, left the shipyard this afternoon for Norfolk Navy Yard, where she will take on provisions and medical supplies, and proceed at once to report to Admiral Sampson, on the New-York. She will probably start early Wednesday morning. Commander Reiter, who was originally assigned to the command of the Salce, has been detached, and it fell on Lieutenant McKethan, the next senior officer in rank, to take the ship out.

The German steamship Catania, Captain Muller, which arrived at Newport News last night from New-York, where she discharged part of her cargo, from Hamburg, was inspected this afternoon by a Board of naval officers from Portsmouth. Her owner is desirous of selling his ship, and as the Catania is the speediest tramp on the ocean, making twelve knots, it is possible that she may be purchased. She will remain here, the Essex has been discarded.

The German steamship Catania, Captain Muller, which arrived at Newport News last night from New-York, where she discharged part of her cargo, from Hamburg, was inspected this afternoon by a Board of naval officers from Portsmouth. Her owner is desirous of selling his ship, and as the Catania is the speediest tramp on the ocean, making twelve knots, it is possible that she may be purchased. She will remain here, the Essex has been discarded.

Naval Constructor Woodward, in response to an inquiry from the Bureau of Construction, has telegraphed that the Dixie and the Yosemite can leave the yard Saturday night, provided a one and one-fourth inch armor plate, now on its way to the shipyard, is not to be attached. The San Francisco, with Commander Howard aboard, and the New-Orleans are expected tomorrow from New-York.

MINNEAPOLIS AT CAPE COD.

BOSTON EXCITED OVER THE NEWS, AND BELIEVE HER IS TO LOOK OUT FOR THE PARIS.

Boston, April 25.—The arrival of the commerce destroyer Minneapolis off Cape Cod at dusk to-night created great excitement in this city, and all sorts of rumors were soon current on the street as to the motives which prompted the Navy Department to order her in this direction.

With the Columbia at Newport and the Minneapolis in Massachusetts Bay, it seemed to many that the National Government either sensed danger from foray by Spanish cruisers, and had sent these swift ships to protect the New-England coast, or, what appeared more reasonable, had stationed the two cruisers at a convenient point to protect the Paris on her way from the Grand Banks to New-York.

The Paris will pass within a few hundred miles of Highland Light, probably on Friday, on her way to the Nantucket Shoal Lightship, which she turns to make her final run of three hundred miles to port.

It would be but the matter of a few hours at the most for the Columbia and Minneapolis to dash out from Massachusetts Bay, pick up the unprotected liner and keep off any Spanish cruiser that might be lying in wait for her off Nantucket Shoals. The new cruiser Toledo, being a slower boat, is expected off the shoals about Friday or Saturday, but she should be able to take care of herself without assistance.

THE COLUMBIA AT NEWPORT.

AWAITING ORDERS THERE—MINNEAPOLIS NOT SEEN SINCE SATURDAY.

Newport, R. I., April 25.—The cruiser Columbia, Captain Sigsbee, of the United States Flying Squadron, which left Hampton Roads Saturday, arrived here at 11:19 o'clock this forenoon. Her coming was announced from the new signal station at Block Island some time before the vessel appeared off Newport, and many were on the watch for her. When the four big smokestacks of the cruiser could be seen there was great excitement. As the ship passed through the channel her sides looked as if she was still painted white. The glare of the water was lighted up her lead-colored paint, and it was not until she came close in that it was seen she had on the regulation war paint.

An officer of the Columbia who came ashore about noon said that the officers of the ship were entirely in ignorance as to the nature of their visit to this city. He stated that the arrival of the Columbia has been reported to the Department at Washington, and the ship with the awaiting orders. She parted company with the Minneapolis almost immediately upon leaving Hampton Roads last Saturday, and no one on board has any idea where that ship has gone.

He said the Minneapolis and the ship left Hampton Roads about 11 o'clock at midnight. At the Minneapolis has not since seen her. At that time the Minneapolis was proceeding under two screws, while the Columbia used three and came along at the rate of twenty knots an hour.

No one was allowed on board the cruiser.

It is said she will sail during the night for patrol duty.

## CALL FOR TROOPS SENT OUT.

REQUISITIONS MADE ON THE GOVERNORS BY SECRETARY ALGER.

THE QUOTA EACH STATE IS EXPECTED TO FURNISH AND THE PLACES WHERE THE VOLUNTEERS ARE TO ASSEMBLE DESIGNATED.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, April 25.—Late this afternoon the Secretary of War sent dispatches to the Governors of the States and Territories calling for the troops authorized by the President's proclamation announcing the necessity for one hundred and twenty-five thousand volunteers. The organizations for which requisitions were made to-day aggregated one hundred and nine regiments and six battalions of infantry, fifteen light batteries and twenty heavy batteries of artillery, and two regiments, two squadrons of four troops each, and twenty-eight troops of cavalry. The telegram which Secretary Alger sent to Governor Black was as follows:

The Governor of New-York, Albany, N. Y.: Sir: The number of troops from your State, under the call of the President dated April 22, 1898, will be twelve regiments of infantry and two troops of cavalry. It is the wish of the President that the regiments of the National Guard or State militia shall be used as far as their numbers will permit, for the reason that they are armed, equipped and drilled. Please see as early as possible what equipments, ammunition, arms, blankets, tents, etc., you have, and what additional you will require. Please also state when the troops will be ready for muster into the United States service. Details to follow by mail. R. A. ALGER, Secretary of War.

DETAILS OF THE CALL.

Secretary Alger's letter, which will be sent out tomorrow morning to all the Governors, as drawn up to-day advises them that the men called for are to be regularly enlisted in the United States service, their State organizations being preserved as long as they remain in their own States. The regiments will remain in the localities where they now are until individual enlistments are completed, and Secretary Alger says he trusts that the men will be released from their National Guard responsibilities on their acceptance into the United States service.

As rapidly as the men in the organizations are enlisted they will be taken to the central mustering stations, and the Governors will be called upon to appoint all company, battalion and regimental officers. In cases where States furnish portions of a regiment, only the company officers will be appointed by the Governor. The regimental officers of regiments, including companies and battalions from several States, will be appointed by the President.

The Secretary also prescribes rules for enlisting, organizing and recruiting the men into the service of the Government. The Governors are requested to appoint one surgeon, two assistant surgeons and one chaplain to each regiment, in addition to the customary regimental and company officers. The infantry regiments will be composed of twelve companies of 101 men each, and a battalion will consist of four such companies.

QUOTAS OF THE STATES.

The following are the quotas of the States:

Alabama—Two regiments of infantry and one battalion.

Arkansas—Two regiments of infantry.

California—Two regiments of infantry, two battalions and four heavy batteries.

Colorado—One regiment of infantry and one light battery.

Connecticut—One regiment of infantry, one light battery and two heavy batteries.

Delaware—One regiment of infantry.

Florida—One regiment of infantry.

Georgia—Two regiments of infantry and two light batteries.

Illinois—Seven regiments of infantry and one regiment of cavalry.

Indiana—Four regiments of infantry and two light batteries.

Iowa—Three regiments of infantry and two light batteries.

Kansas—Three regiments of infantry.

Kentucky—Three regiments of infantry and two light batteries.

Louisiana—Two regiments of infantry.

Maine—One regiment of infantry and one heavy battery.

Maryland—One regiment of infantry and four heavy batteries.

Massachusetts—Four regiments of infantry and three heavy batteries.

Michigan—Four regiments of infantry.

Minnesota—Three regiments of infantry.

Mississippi—Two regiments of infantry.

Missouri—Five regiments of infantry and one light battery.

Montana—One regiment of infantry.

Nebraska—Two regiments of infantry.

New-Hampshire—One regiment of infantry.

New-Jersey—Three regiments of infantry and two troops of cavalry.

North Carolina—Two regiments of infantry and one heavy battery.

Ohio—Six regiments of infantry, four light batteries and two squadrons of cavalry.

Oregon—One regiment of infantry.

Pennsylvania—Ten regiments of infantry and four heavy batteries.

Rhode Island—One regiment of infantry.

South Carolina—One regiment of infantry, one battalion and one heavy battery.

Tennessee—Three regiments of infantry.

Texas—Three regiments of infantry and one regiment of cavalry.

Utah—One troop of cavalry and two light batteries.

Vermont—One regiment of infantry.

Virginia—Three regiments of infantry.

Washington—One regiment of infantry.

West Virginia—One regiment of infantry.

Wisconsin—Three regiments of infantry.

Wyoming—One battalion and one troop of cavalry.

District of Columbia—One battalion.

North Dakota—Five troops of cavalry.

South Dakota—Seven troops of cavalry.

Idaho—Two troops of cavalry.

Nevada—One troop of cavalry.

Arizona—One troop of cavalry.

New-Mexico—Four troops of cavalry.

Oklahoma—One troop of cavalry.

THE RENDEZVOUS DESIGNATED.

The rendezvous of the troops to be mustered into service in the various States and Territories have been designated by Secretary Alger as follows:

Alabama, Mobile.

Arkansas, Little Rock.

California, San Francisco.

Colorado, Denver.

Connecticut, Hartford.

Delaware, Dover.

Florida, Tampa.

Georgia, Atlanta.

Illinois, Springfield.

Indiana, Indianapolis.

Iowa, Des Moines.

Kansas, Kansas City.

Kentucky, Louisville.

Louisiana, New Orleans.

Maine, Portland.

Maryland, Baltimore.

Massachusetts, Springfield.

Michigan, Detroit.

Minnesota, St. Paul.

Mississippi, Jackson.

Missouri, St. Louis.

Montana, Helena.

Nebraska, Lincoln.

New-Hampshire, Concord.

New-Jersey, Jersey City.

New York, New York.

North Carolina, Raleigh.

North Dakota, Fargo.

Oregon, Portland.

Rhode Island, Providence.

South Carolina, Charleston.

Tennessee, Nashville.

Texas, Houston.

Utah, Salt Lake City.

Vermont, Burlington.

Virginia, Richmond.

Washington, Seattle.

West Virginia, Martinsburg.

Wisconsin, Madison.

Wyoming, Cheyenne.

District of Columbia, Washington.

North Dakota, Bismarck.

South Dakota, Pierre.

Idaho, Boise.

Nevada, Reno.

Arizona, Phoenix.

New-Mexico, Albuquerque.

Oklahoma, Oklahoma City.

District of Columbia, Washington.

## WAR EXISTS, SAYS CONGRESS.

BILL RECOGNIZING A STATE OF HOSTILITIES WITH SPAIN UNANIMOUSLY PASSED.

ACTION TAKEN AT THE REQUEST OF PRESIDENT M'KINLEY.

REQUISITIONS FOR VOLUNTEERS SENT TO THE GOVERNORS OF STATES—ENGLAND WILL ORDER SPANISH AND AMERICAN WARSHIPS TO LEAVE BRITISH PORTS WITHIN TWENTY-FOUR HOURS—THE TORPEDO-BOAT FOOTE FIRED ON IN MATANZAS HARBOR—A BRIGADE TO BE FORMED AT TAMPA FOR TRANSPORTATION TO CUBA.

President McKinley yesterday sent a special message to Congress, recommending that a state of war with Spain be recognized as existing. A bill in accordance with this suggestion was passed in both Houses without a dissenting vote, and it was at once signed by the President.

The War Department sent requisitions to the Governors of the States for their quotas of troops under the President's call for volunteers.

The Senate passed the Naval Appropriation bill and the Army Reorganization bill with amendments.

Secretary Sherman offered his resignation to the President, and it was accepted. Assistant Secretary Day will succeed him, and Professor John B. Moore, of Columbia University, will be appointed Assistant Secretary of State.

Assistant Secretary Theodore Roosevelt will be lieutenant-colonel of a regiment of mounted riflemen, to be recruited among cowboys.

John Jacob Astor has offered his services as a staff officer with the first general sent to invade Cuba.

The Minneapolis and the Columbia having gone to the New-England coast, the other vessels of the Flying Squadron remained at Hampton Roads.

The entrance to the harbor there has been closed to navigation from sunset to sunrise, as submarine mines have been laid.

The Republican members of the Ways and Means Committee made several important amendments to the War Revenue bill.

It was reported in Madrid that Señor Castelar would appear in the Cortes, after many years' absence, to defend Spain and denounce the United States.

The torpedo-boat Foote, Lieutenant Rodgers commanding, was fired on by masked batteries while she was taking soundings in the harbor of Matanzas. No damage was done.

An expedition of about 5,000 men is being organized at Tampa to seize a landing place in Cuba.

Lieutenant de Carranza, formerly Spanish naval attaché in Washington, has challenged General Lee and Captain Sigbee to fight duels.

By reason of the mining of New-York Harbor, the Secretary of War ordered the southern entrance closed between sunset and sunrise, and the organization of a patrol system.

Announcement that the members of the National Guard and of the Naval Militia might not be allowed to volunteer as organizations, but as individuals, called forth many assertions from the rank and file that if such an order were carried out, the number of volunteers would greatly fall off.

President McKinley's message recommending that a state of war with Spain be recognized as existing is as follows:

To the Senate and House of Representatives of the United States of America:

I transmit to the Congress for its consideration and appropriate action copies of correspondence recently had with the representative of Spain in the United States, with the United States Minister at Madrid, and through the latter with the Government of Spain, showing the action taken under the joint resolution approved April 20, 1898, "for the recognition of the independence of the people of Cuba, demanding that the Government of Spain relinquish its authority and government in the island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters, and directing the President of the United States to use the land and naval forces of the United States to carry these resolutions into effect."

Upon communicating to the Spanish Minister in Washington the demand which it became the duty of the Executive to address to the Government of Spain in obedience to said resolution, the Minister asked for his passports and withdrew. The United States Minister at Madrid was in turn notified by the Spanish Minister for Foreign Affairs that the withdrawal of the Spanish representative from the United States had terminated diplomatic relations between the two countries and that all official communications between their respective representatives ceased therewith.

I commend to your special attention the note addressed to the United States Minister at Madrid by the Spanish Minister for Foreign Affairs on the 21st inst., whereby the foregoing notification was conveyed. It will be perceived therefrom that the Government of Spain, having cognizance of the joint resolution of the United States Congress and in view of the things which the President is thereby required and authorized to do, responds by treating the reasonable demands of this Government as measures of hostility, following with that instant and complete severance of relations by its action which by the usage of nations accompanies an existent state of war between sovereign Powers.

The position of Spain being thus made known, and the demands of the United States being denied, with a complete rupture of intercourse by the act of Spain, I have been constrained, in exercise of the power and authority conferred upon me by the joint resolution aforesaid, to proclaim, under date of April 22, 1898, a blockade of certain ports of the north coast of Cuba lying between Cardenas and Bahia Honda and of the port of Cienfuegos on the south coast of Cuba, and further in exercise of my constitutional powers, and using the authority conferred upon me by the act of Congress approved April 22, 1898, to issue my proclamation dated April 23, 1898, calling for volunteers in order to carry into effect the said resolution of April 20, 1898. Copies of these proclamations are hereto appended.

In view of the measures so taken, and with a view to the adoption of such other measures as may be necessary to enable me to carry out the expressed will of the Congress of the United States in the premises, I now recommend to your honorable body, the executive body, the adoption of a joint resolution declaring that a state of war exists between the United States of America and the Kingdom of Spain, and I urge speedy action thereon, to the end that the definition of the international status of the United States as a belligerent Power may be made known, and the assertion of all its rights and the maintenance of all its duties in the conduct of a public war may be assured.

Executive Mansion, Washington, April 25, 1898.

WILLIAM M'KINLEY.

Following is the text of the bill passed by Congress in response to the President's message:

A bill declaring that war exists between the United States of America and the Kingdom of Spain.

Be it enacted, etc.,

</